

**BY ORDER OF THE COMMANDER  
911TH AIRLIFT WING**

**911TH AIRLIFT WING  
INSTRUCTION 63-1001**



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**Acquisition**

**AIRCRAFT STRUCTURAL INTERGRITY  
PROGRAM (ASIP)**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Instruction (AFI) 63-1001, *Aircraft Structural Integrity Program*, and extends the guidance of AFI 21-101, *Aerospace Equipment Maintenance Management*, and T.O. 1C-130-101, *Implementation of C-130 Series Aircraft Usage Report*. It provides guidance and procedures on monitoring actual aircraft usage and for documenting crack and corrosion findings, to obtain data for updating inspection and maintenance technical orders, is in place and that the program is properly monitored. It applies to all members assigned to the 911th Airlift Wing (911AW). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force Form 847, *Recommendation for Change of Publication*; route AF 847 directly to the 911 MXS/MXM at Pittsburgh Air Reserve Station. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afrims.afrims/>.

**SUMMARY OF CHANGES**

Major changes were rewritten in paragraph 1.2 through 2.8. An (I) indicates newly revised material. Review it entirely.

**1. Maintenance Reporting Requirements:**

1.1. All maintenance actions that require reporting will be identified in the specific work cards, Technical Orders (TOs), Time Compliance Technical Orders (TCTOs). For example: 1C-130A-6, 1C-130A-6WC-15, [Isochronal Inspection (ISO) work cards], 1C-130A-36, 1C-130A-3.

1.2. All ASIP inspections listed in the applicable Technical Orders are required to be reported in Inspection Corrosion and Repair Reporting (ICARR) system.

1.3. In addition to inspections, if a defect is found that requires a repair against the following systems 11XXX primary structure and skin and 13XXX landing gear, the repair action must be reported in ICARR.

1.4. All Aircraft Structural Integrity Program (ASIP) and (ICARR) inputs will be submitted in a timely manner, 5 to 7 working days after completion of repair or inspection or upon return from a TDY location where there is no access to transmitting to Automated Inspection, Repair, Corrosion & Aircraft Tracking (AIRCAT).

## **2. Responsibilities:**

2.1. The maintenance project officer or non-commissioned officer (NCO) will reside in the Fabrication Branch office and will ensure accurate and timely inspections and reporting in accordance with the applicable Technical Orders mentioned above.

2.2. The Maintenance Project Officer or NCO will appoint ASIP monitors to the applicable work centers (Structural Maintenance, Non-destructive Inspection).

2.3. The Maintenance Project Officer or NCO will work with the Client Support Administrator (CSA) to assure the most current software is downloaded for the ASIP program.

2.4. Individual users of the applicable AIRCAT segments (ICARR or UDI) will receive cascade training from individuals qualified to make inputs into the system. Training will consist of On-the Job Training (OJT) and utilize the power point presentation available on the AIRCAT website. This training will be documented on an AF IMT 797, *Job Qualification Standard Continuation* or other appropriate means.

2.5. The Periodic Inspection dock Supervisor responsibilities will include, all ASIP inspections are complied with prior to closing out the periodic inspection, review and coordinate all ASIP inspections with the Non-Destructive Inspection and Structural Maintenance Supervisor, periodically review the inspection work cards for the latest revisions and accuracy.

2.6. Maintenance Operation Flight (MOF), Plans Scheduling and Documentation (PS&D) responsibilities are to ensure the ASIP special inspections are properly loaded in the appropriate Maintenance Information System (MIS), and notify the MAJCOM in the event a special ASIP inspection has not been loaded into MIS.

2.7. Quality Assurance office will monitor the ASIP program with quarterly inspections identified in their Quality Assurance Program.

2.8. All depot-level assistance request developed IAW Technical Order 00-25-107 will be routed through the Quality Assurance office for coordination prior to being entered into the Automated Inspection, Repair, Corrosion and Aircraft Tracking (AIRCAT).

## **3. Usage Reporting Requirements:**

3.1. All 911th Airlift Wing C-130 series aircraft, Flight Engineer must use the ASIP data worksheet to record the data from each flight. The worksheet may be discarded once data has been entered into the AIRCAT system.

3.2. Data should be entered into the AIRCAT database using the Usage Database Input (UDI) software after the completion of the mission. Alternatively, data may be entered on a laptop or notebook computer with the alternative mobile UDI software, and then downloaded onto the AIRCAT server upon return to home station.

3.3. The Flight Engineer Section must assign a project officer or NCO who resides in the flight engineer Stan/Eval office. The flight engineer project officer or NCO will ensure the aircraft usage is reported in a timely manner in accordance with TO 1C-13-101 page 2, paragraph 3 and review reporting rates to ensure that a minimum of ninety percent of the usage information is reported.

**4. Adopted Forms:**

AF Form 847, *Recommendation for Change of Publication*

AF Form 797, *Job Qualification Standard Continuation*

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Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 21-1, Air and Space Maintenance

AFI 63-1001, Aircraft Structural Integrity Program

TO 1C-130-101, Implementation of C-130 Series Aircraft Usage Report

AFMAN 33-363, Management of Records

***Abbreviations and Acronyms***

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air force Policy Directive

**AIRCAT**—Automated Inspection, Repair, Corrosion & Aircraft Tracking

**ASIP**—Aircraft Structural Integrity Program

**ICARR**—Inspection Corrosion and Repair Reporting

**ISO**—Isochronal Inspection

**NCO**—Non-Commissioned Officer

**OPR**— Office of Primary Responsibility

**PS&D**—Plans, Scheduling & Documentation

**RDS**—Records Disposition Schedule

**TCTO**—Time Compliance Technical Order

**TO**—Technical Order

**UDI**—Usage Database Input

**WGA**—Work Group Administrator